

Basic Terminology used in Trade Facilitation and Port Community Systems

EU Related Terms

TERM	ACRONYM	DEFINITION	+ INFORMATION
Automated Export System	AES	<p>The objective of the Automated Export System is to ensure that export operations started in one Member State can be finalised in another Member State without re-submission of the same information. This includes the exchange of electronic messages related to the different stages of the operations amongst the various actors (customs, traders and other governmental administrations). This project was divided in 3 phases:</p> <p>Export Control System (ECS) phase 1 - exit "fiscal" control - provides for the full control of the conclusion of export operations via the electronic exchange of export/exit information between customs offices of export and customs offices of exit, in particular where different Member States are involved.</p> <p>ECS phase 2 - exit "security" control - provides for the electronic handling of exit summary declarations under the security amendment Regulation (EC) 648/2005 and, inter alia, requires additional information to be included in export declarations for safety and security purposes. It builds upon and keeps the functions of ECS Phase 1;</p>	http://ec.europa.eu/taxation_customs/customs/policy_issues/electronic_customs_initiative/it_projects/index_en.htm
Automated Import System (AIS)	AIS	<p>The objective of the Automated Import System is to ensure that import operations started in one Member State can be completed in another Member State without re-submission of the same information. This includes the exchange of electronic messages related to the different stages of the operations amongst the various actors (customs, traders and other governmental administrations). The first phase of the implementation, Import Control System, is aimed to provide for the handling of pre-arrival declarations (under security and safety amendment Regulation (EC) 648/2005) and the link of the information with risk analysis.</p>	http://ec.europa.eu/taxation_customs/customs/policy_issues/electronic_customs_initiative/it_projects/index_en.htm
Customs Code and its Implementing Provisions	CCIP	<p>The Community's basic customs legislation is contained in the Customs Code (Council Regulation (EEC) No 2913/92) and the Code's implementing provisions (Commission Regulation (EEC) No 2454/93).</p>	http://ec.europa.eu/taxation_customs/customs/procedural_aspects/general/community_code/index_en.htm
EBTI		<p>The European Community has created the Binding Tariff Information (BTI) system as a tool to assist economic operators to obtain the correct tariff classification for goods they intend to import or export. Binding Tariff Information is issued on request to economic operators by the customs authorities of the Member States. It is valid throughout the Community, regardless of the Member State which issued it. The main benefit to the holder is legal certainty with regard to tariff classification. This is important as tariff classification is the basis for determining customs duties, export refunds and the application of other related legal provisions (e.g. import/export certificates). A BTI is generally valid for 6 years. All BTIs issued by the national customs authorities are introduced into the European Binding Tariff Information database (EBTI-database) run by the European Commission</p>	http://ec.europa.eu/taxation_customs/dds/./common/databases/ebti/index_en.htm
ECIS			
Economic Operator's Registration and Identification System	EORI	<p>The objective of the Economic Operators' Registration and Identification System is to establish a unique system of registration and identification for economic operators in the EU. The system will allow the recognition of all the authorisations granted to the economic operators.</p>	http://ec.europa.eu/taxation_customs/customs/policy_issues/electronic_customs_initiative/it_projects/index_en.htm

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ECS		Export Control System - see AES	
Excise Movement and Control System	EMCS	EMCS (Excise Movement and Control System) is a computerised system for monitoring movements of excise goods between Member States under duty suspension. The objective is to replace the paper document that currently has to accompany these movements (the Administrative Accompanying Document or AAD) with electronic messages from the consignor to the consignee via the administrations of the Member States. Such a system will significantly improve the functioning of the system to monitor the movements of excise goods which have not yet been released for consumption. EMCS applies in principle to all excise sectors (alcohol and alcoholic beverages, tobacco products, energy products), for all operators concerned, operating under the duty-suspension arrangements. Duty suspension arrangements are procedures to follow those excise goods for which no duties have yet been paid	http://ec.europa.eu/taxation_customs/taxation/excise_duties/circulation_control/index_en.htm
ICS		Import Control system - see AIS	
Multi-Annual Strategic Plan	MASP	The 'Multi-Annual Strategic Plan' (MASP) is the EU's programme plan for the creation of a simple and paperless environment for customs and trade. This change programme incorporates a number of different initiatives aimed at modernising EU customs practices through the creation of EU wide computer systems and simplified procedures for legitimate trade. Associated with the MASP are improvements with regard to safety and security for the Community through the introduction of pre-arrival and pre-departure information and a community-wide risk management framework. The MASP is split into two different programmes of change: legislative reforms and the introduction of IT systems.	http://ec.europa.eu/taxation_customs/resources/documents/masp_en.pdf
NCTS		The New Computerised Transit System (NCTS) is a European wide system, based upon electronic declaration and processing, designed to provide better management and control of Computerised Transit. It involves all EU Member States and the EFTA countries. Each country's own NCTS processing system is connected, through a central domain in Brussels, to all of the other countries. Since NCTS mandation on the 1 July 2005, paper transit documents are only accepted from private travellers (with goods in excess of allowances) and during NCTS fallback.	http://ec.europa.eu/taxation_customs/customs/policy_issues/electronic_customs_initiative/it_projects/index_en.htm#portal
New Computerised Transit System	NCTS	See above	
Risk Information Form	RIF	The purpose of the RIF is to exchange risk information dealing with routine control concerns. A RIF should raise the awareness of the offices concerned with regard to a potential irregularity. A RIF can be prepared following a finding of an irregularity (for example a misdeclaration or finding of counterfeit goods). The RIF could give information on the technique used to find the irregularity, for example the result of a physical examination or a classification decision. The RIF is aimed at being a simple and easy to use form which can be exchanged rapidly directly between customs offices. The RIF can be used to support targeting and risk analysis in a simple and effective manner at the external frontier.	

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Risk Management Framework	RMF	The objective of the Risk Management Framework is to provide for the rapid, direct and secure exchange of risk information to support targeting of consignments for customs controls and for the Commission to be able to disseminate information concerning Community-wide threats.	
Single Electronic Access Point (SEAP)		Single Electronic Access Points allow traders to lodge their electronic pre-arrival/pre-departure, summary and full customs declarations via one single interface of their choice which connects their system with all Member States' customs systems. The data is automatically made available to any customs office responsible for the place at which goods have been, or are to be, presented, irrespective of the Member State concerned.	http://ec.europa.eu/taxation_customs/customs/policy_issues/electronic_customs_initiative/it_projects/index_en.htm#portal
Single European Authorization (SEA)		Single Authorisation for simplified procedures, formally known as Single European Authorisations (SEA), is a scheme that enables an economic operator to be authorised in one member state for all their non-EC import and export freight operations throughout the Community. This enables economic operators to centralise the accounting and payment of customs duties for all transactions in the authorising Member State, although the movement of goods may take place in another.	http://ec.europa.eu/taxation_customs/resources/documents/customs/policy_issues/conference_events/vienna/1284_en.pdf
TARIC		TARIC (Integrated Tariff of the European Communities) is designed to show the various rules applying to specific products when imported into the EU. This includes the provisions of the harmonised system and the combined nomenclature but also additional provisions specified in Community legislation such as tariff suspensions, tariff quotas and tariff preferences, which exist for the majority of the Community's trading partners. In trade with third countries, the 10-digit Taric code must be used in customs and statistical declarations.	http://ec.europa.eu/taxation_customs/common/databases/taric/index_en.htm
TQS		For a number of products, a reduction of the customs duty payable is allowed for limited quantities of imports. This limitation takes the form of tariff quotas. Tariff quotas may apply to imports of a specified origin, normally within the framework of preferential tariff arrangements, or to imports of all origins. As the Community is a customs union, tariff quotas are managed centrally by the Commission	http://ec.europa.eu/taxation_customs/common/databases/quota/index_en.htm